sale of tobacco and that gave an opportunity to the Excise men to harass the merchants who were consequently put to innumerable difficulties. One reason alleged for introducing the license system was the possibility of smuggling through those taluks. But he was not aware of any case of smuggling having been brought to notice till now. He, therefore, suggested that the merchants in the two taiuks might be relieved from the liability to take out licenses for the sale of tobacco and keep accounts for the same.

The Member also urged the necessity for landing Jaffna tobacco at Colachel or Leepuram and bonding it in the Kottar Bankshall for the use of the merchants of Kottar, who at present were put to unnecessary inconvenience and hardship, as they had to get the article from Quilon and Alleppey, where alone it was bonded in warehouses.

Dewan's reply.—Noted.

(5) MARINE.

28. Colachel Pier.

Mr. N. Kunjan Pillai (Member, T. I. C., Colachel) pleaded for more facilities being given for the development of trade and industry, especially the improvement of the ports in the State. The construction of the Cochin port should, the Member urged, bring the problem of the improvement of ports in Travancore nearer solution now than before. Of the 18 ports in Travancore there was not one possessing the natural advantages which Colachel had as a port. No doubt Alleppey was the most important port in Travancore. But in view of the large and special benefits the trading communities would derive when the Cochin harbour scheme matured into action, a considerable sum of money would have to be spent at Alleppey for its being converted into a suitable port with all up-to-date conveniences to the mercantile classes. On the other hand, Colachel had so many natural advantages and the situation of the port was admirably suited to shipping business. It was an ancient port in the days of the Dutch and ships used to anchor. Perhaps, it would be well to have a maritime survey conducted by experts to ascertain the capacity of our seacoast for the location and construction of ports at minimum cost. Even under present conditions there was considerable shipping business in Colachel; and on account of the want of a bridge for a short distance over the sea great loss was being caused to merchants. For instance, the Monczite Company which was exporting monozite sand was being put to heavy loss, as the sand got wet in the course of transport to the steamer. The Company was prepared to construct the bridge, if the Government would make a substantial money contribution towards its cost. The Member added that he was specially commissioned by the Company to bring the matter before Government. He therefore urged the construction of a harbour at Colachel and was of opinion that it would not require a heavy outlay.

Dewan's reply.—It does not appear possible to construct a pier at Colachel in the near future as the construction of the Trivandrum pier is not yet complete and several works in connection with it have yet to be carried out.

In regard to the offer of the Monozite Company to construct the pier at Colachel, the matter will be considered on receipt of a direct representation from them.

III. PROTECTION.

Legislation, Criminal and Civil Justice, and Registration.

(1) *Legislation.*

29. Appointment of a Committee for the introduction of a Bill relating to the Nanjinad Vellalas.

Mr. A. Thanumalayaperumal Pillai (Member, Thovala taluk) represented that there was not a more urgent subject which a Member of the Assembly from Thovala could take up than the need for reforms in the customary law by which Nanjinad

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